What is claimed is:

1. A mounting system for mounting an aircraft engine to an aircraft, said mounting system comprising:

a) a first mount member including a first fail-safe clevis defined by a pair of first clevis ears having opposed faces that are spaced from each other for receiving therebetween a first fail-safe lug carried by an engine, the first fail-safe lug having outer surfaces that are each spaced from respective first clevis ear surfaces to define first fail-safe clevis gaps; and

b) a second mount member including a second fail-safe clevis defined by a pair of second clevis ears having opposed faces that are spaced from each other for receiving therebetween a second fail-safe lug carried by the engine, the second fail-safe lug having outer surfaces that are each spaced from respective second clevis ear faces to define second fail-safe clevis gaps; wherein the second fail-safe clevis gaps are smaller than the first fail-safe clevis gaps, so that upon a failure of a thrust link extending between the engine and an airframe structure for transmitting thrust loads the thrust loads are transmitted through the second mount member.

2. A mounting system in accordance with claim 1, wherein the first mount member is associated with a forward engine mount and the second mount member is associated with a rear engine mount

3. A mounting system in accordance with claim 1, wherein the second mount member includes first and second links for connecting the second mount member with an engine frame member, and wherein the first link is pivotably carried by the second mount member for pivotal movement about an axis that is parallel with a longitudinal axis of the engine, and the second link is fixedly carried by the second mount member.

4. A mounting system in accordance with claim 3, wherein the links have outer ends defined by ball joints.

5. A mounting system in accordance with claim 1, wherein the second mount member comprises:

a) a body member including a substantially centrally-positioned fail-safe clevis and a pair of laterally-spaced mount links, wherein a first mount link is pivotably connected with the body member and a second mount link is non-pivotably connected with the body member, the first and second mount links positioned at opposite sides of the fail-safe clevis for connection with an engine casing, the body member and first and second links each extending substantially parallel to an engine longitudinal centerline;

b) a substantially annular engine casing having a radially-outwardly-extending lug including a unitary lug aperture, and a pair of casing clevises each extending radially outwardly and spaced circumferentially from each other along an outer periphery of the casing on opposite sides of the lug, wherein the lug defines a tab that is pivotally connected with the fail-safe clevis by a lug shear pin, wherein the casing clevises are connected with respective ones of the first and second mount links of the body member

with connecting pins that allow pivotal movement between the mount links and the respective casing clevises, wherein the lug includes forward and aft-facing outer faces that are spaced from respective inner faces of the fail-safe clevis, and wherein the lug aperture is larger than the lug shear pin to provide an initial annular clearance therebetween; and

c) a unitary thrust link extending from the body member to an airframe portion of the aircraft to transfer engine thrust loads to the aircraft, wherein the fail-safe clevis an the casing lug transmit loads between the engine casing and the airframe upon failure of one or more of the thrust link and the mount links.